

The Hongkong Telegraph.

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MONDAY, MARCH 2, 1908.

一拜禮

號二月三英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agencies.

TOKIO, CHEFOO, MIENTSIN, PEKIN, NAGASAKI, NEWOWHANG, DALNY, LONDON, PORT ARTHUR, ANTUNG, LIOYANG, HONOLULU, MUKDEN, HAMBURG, TIENTSIN, SHANGHAI, CHANG-CHUN, HANKOW.

Head Office—YOKOHAMA

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposit—
For 12 months 4% p.a.
" 6 " 3% " "
" 3 " 2% " "

TAKAO TAKAMICHI, Manager.

Hongkong, 31st October, 1907. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE: 60 WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

(No. 9, Queen's Road Central, Hongkong.)

W. M. ANDERSON, Manager.

Hongkong, 23rd January, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,378,375 (about £444,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tagal, Peking, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.
Do. 6 do. 3% do.
Do. 3 do. 2% do.

J. L. VAN HOUTEN, Agent.

Hongkong, 18th November, 1907. [26]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS:—
Sterling £1,500,000 at 2/6 = \$11,000,000
Silver \$13,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Kerwick, Chairman.
E. Costa, Esq., Deputy Chairman.

G. Friesland, Esq., E. Skellim, Esq.,
A. Fuchs, Esq., R. Shawan, Esq.,
C. S. Gubbay, Esq., H. A. W. Slade, Esq.,
C. R. Lensmann, Esq., H. E. Tomkins, Esq.,
G. H. Medhurst, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH, Manager.

Shanghai—H. E. R. HUNTER, Manager.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2% per cent. per annum.
For 6 months, 3% per cent. per annum.
For 12 months, 4% per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 19th February, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. [23]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853.)

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,475,000

RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balances.

On Fixed Deposits for 12 months 4 percent

" 6 " 3 " "

" 3 " 2 " "

(No. 9, Queen's Road Central, Hongkong.)

JOHN ARMSTRONG, Manager.

Hongkong, 6th January, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—S.M. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:—
Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be earned on application. Every description of banking and Exchange business transacted.

A. KOHN, Manager.

Hongkong, 4th December, 1907. [30]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI TO SAIL ON MARCH 6th
MARSEILLES, LONDON and AMSTERDAM VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....
Socotra Capt. W. R. Hickey Freight only.

SHANGHAI.....
MARMORA Capt. G. H. C. Weston, R.N. About 6th March Freight and Passage.

LONDON, &c., via usual Ports DELTA Capt. C. L. Daniel 7th March, Noon. See Special Advertisement of Call

MARSEILLE, LONDON and ANTWERP.....
NUHA Capt. F. J. Fox About 11th March Freight and Passage.

or further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th February, 1908. [2]

Intimations.

LANE, CRAWFORD & CO.

THE REAL MACKENZIE WHISKY,
VERY SPECIAL LIQUEUR.

\$21.00 PER DOZ. \$1.85 PER BOTTLE.

CLAN MACKENZIE WHISKY,
OLD MATURED.

\$14.00 PER DOZ. \$1.20 PER BOTTLE.

These Whiskies are prepared from the choicest ingredients, correctly distilled and aged in wood. It is the most perfect stimulant obtainable.

SOLE AGENTS IN THE EAST—

LANE, CRAWFORD & CO. Telephone 97. [38]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 30th January, 1908. [40]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, FIDDER STREET, MADAME FLINT, MANAGERESS.

Just Unpacked from Paris ex s.s. "Tonkin"

A LARGE LOT OF

NEW SPRING GOODS. [41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:—
EXTRA DRY (Gout Americain).
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony, and from Shewan, Tomes & Co., sole agents.

Shippers.—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,460 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf, West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

On Sundays Special Cheap Excursions as per particulars at foot.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

On Saturdays, the afternoon steamer "SUI-AN" from Macao will arrive at the Douglas Wharf.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

PROCESSION OF THE CROSS.

S.S. "HEUNGSHAN." [6]

Hotels.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation: The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

Telegraphic Address: "CHEF" HONGKONG. Telephone No. 74. O. E. OWEN, Proprietor. [4]

VICTORIA HOTEL, MACAO HOTEL.

(TELEGRAMS—VICTORIA—SHAMBAEN), (TELEGRAMS—FARMER—MACAO).
SHAMBAEN, CANTON, MACAO, CHINA.
ON THE BRITISH CONCESSION. H. HAYNES, Manager. IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS. Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAIA, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [43]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Manager. Hongkong, 21st June, 1907. [3]

CONNAUGHT HOTEL, HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES. STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality. Bath to Every Room.

Hot and Cold Water Throughout. Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO— THE MANAGER & AGENT.

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS,

BY APPOINTMENT TO

HIS EXCELLENCY THE GOVERNOR
AND HOUSEHOLD.

DEPOT FOR

THE FINE PRODUCTS

OF

BURROUGHS WELLCOME & Co.,
LONDON.

TABLOID BRAND PRODUCTS.

SOLEID BRAND PRODUCTS.

KEPLER MALT EXTRACT.

KEPLER SOLUTION OF COD LIVER
OIL IN MALT EXTRACT.

BEEF AND IRON WINE (B.W. & Co.)

DARTING LANTOLINE PREPARA-
TIONS.

"HAZELINE," "HAZELINE CREAM,"

"HAZELINE SNOW," &c., &c., &c.

TABLOID MEDICINE CHESTS, AND
POCKET MEDICINE CASES.

The Fine Products of BURROUGHS
WELLCOME & Co., are prescribed by
leading Physicians all over the World.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS AND DRUGGISTS,

THE HONGKONG DISPENSARY,

ALEXANDRA BUILDINGS.

Hongkong, 15th February, 1908.

material developments, but it is impossible to deal with these and not take cognizance of many facts or symptoms illustrative of an altered temper among the people. That it will be a long time before China is able to stand alone may be true, and that as China is opened up by railways, opportunities in the interior of the country may be increased to the foreign merchant may also be true. None the less is the present Government of China, imperial and provincial, bent upon asserting the self-sufficiency, independence of the country in a manner hitherto unknown. Meanwhile, the utmost confusion exists in the Chinese coinage, and, as Sir Alexander Hosie points out, what is wanted is the establishment of a fixed relationship between various coins, old and new now jostling each other and creating a state of things that now and then approaches paralysis. Nothing, however, of a uniform silver standard has yet been devised. "The foreign exchange," he adds, "is but one factor in the trade of the empire. The tael one speaks about so glibly is not a coin, nor is it uniform in weight, touch or value, and in carrying on trade between one end of China and the other as many as ten different exchange transactions may have to be effected." This confusion must increase the difficulty of the Central Government in finding the money to meet the charges upon its foreign debt or for the improvements and changes the new spirit demands. It may also do not a little to stimulate the great satraps around the throne to get quit of the foreigner by other means than those employed by the Boxers. We have always said that China has been abominably used on more than one critical occasion by the European Powers, and most of all in the financial burdens placed upon her people after the Boxer rising. Every year for many years to come the Peking Government alone, on one account or another, has to transmit more than £5,000,000 sterling to the foreign creditors, and for the greater part of this money the people get no equivalent of any kind. They are drained by means of their confused and debased currency to an extent much beyond the normal equivalent in money, and their wonderful industry is hampered at all points by the resulting poverty. For all that, the trade of China is a growing one and as the resources of the country are practically infinite, it should continue to grow much faster than it ever has done. The country only requires to be opened up by railways and to be endowed with a stable and genuine currency that might ease the strain of debts, and it should forge ahead in a manner calculated to startle us all.

LOCAL AND GENERAL.

IT is announced at Washington that the Pacific Fleet will remain for several months in the Philippines.

MAJOR E. L. MEARS, A.S.C., just promoted to that rank, is to embark for service at Tientsin, China, at an early date.

GENERAL NOGI has made statements defending General Stoessel against the charges on which he has been condemned in connection with the siege of Port Arthur.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending February 15, 1908, amounted to 559 tons and the sales during the period to \$5,735.10 tons.

IT is reported that Mr. C. W. Kinder, General Manager and Engineer-in-Chief to the Chinese Imperial Railways, will shortly succeed Dr. Haraguchi, the Japanese railway adviser to the Viceroy of Hunan and Hupoh, appointed during H. E. Chang Chih-tung's régime.

ADA NICHOLIS, a woman, residing at 27 Bowrington Road, had a ricksha coolie arrested at Wanchai, yesterday, for demanding more than his legal fare, and also for using abusive language. The accused was arraigned at the Police Court, this morning, and ordered to pay a fine of \$3.

THIS engagement is announced of George Herbert Wakeman, of the Hongkong Civil Service, Land Officer and J. P. for the Colony, eldest son of Mr. Hubert John Wakeman, of Warminster, and Winifred Anna, second daughter of Mr. Edgar Morgan, of Whitton, Newport, Mon.

AT the annual meeting of shareholders of the Nagasaki Hotel, the chairman reported a loss for the past year of ¥ 21,838.8 due entirely to trade depression and the falling off in the number of visitors to the hotel. It was decided to go into voluntary liquidation and to close the hotel.

LIEUT. COLONEL A. BROKE, on promotion to that rank, has passed over five of his immediate seniors on the majors' list, to which he was advanced in April 1905. Lieut. Broke, who is now at Hongkong, joined the army from Woolwich in 1883. He served throughout the Boer campaign (wounded), receiving both the medals awarded.

THE Japanese Spinning Union is offering \$5000 in prize for a bi-monthly competition from March onwards. Tickets are to be obtainable in Shanghai. The authorities are unable legally to prohibit the enterprise, but deprecate the idea as disgraceful to Japan's main industry, and also point out that counter competition by Anglo-Japanese firms will inevitably follow.

THE Japanese naval authorities are surveying the coast of the Empire and adjacent coasts. Korea is to be concluded within the current year; Formosa and Yezo (one of the Kurile Islands) in 1910; Saghalien, the seven islands of Idzu and the northern Kuriles within a further period of ten years.

THE vacant company in the "Dickens" has gone to Lieut. W. A. Odell, of the 3rd Battalion, Hongkong. Captain Odell got his triple stars at under eight years' service, as he was appointed to the Middlesex Regiment in May, 1900, and joining the 1st Battalion at the front, served with it through the campaigns in the Transvaal, Orange River Colony, and Cape Colony (Queen's medal with five clasps).

THE Chinese Government has decided to take up the Fakumen-Islamintun railway question with the Japanese Minister here, and has directed H. E. Tang Shao-yi, Governor of Fengtien, to go to Peking to conduct the negotiations. The Governor is expected to arrive in Peking on March 12. The Tokio authorities deny that they have received representations from Sir Edward Grey with regard to the Fakumen railway.

THE *Sinwafao* states that Lord Li Ching-fang, Chinese Minister in London, has recently telegraphed to the Walwup starting that in view of the action of the United States in reducing their share of the Boxer indemnity, some members of the British Parliament are of opinion that the British Government should accede to the request of China to hand back Weihaiwei. It is reported that the members of the Walwup were greatly gratified by the news.

LIEUTENANT Ewen Cameron, Royal Warwickshire Regiment, has been transferred to the Queen's Own Cameron Highlanders, and will take precedence below Lieutenant C. L. Patton-Bellhouse. Lieutenant Cameron served in the Warwicks from May, 1900, when he got his commission from the ranks of the South African Light Horse. He wears the Queen's medal with seven clasps, and is now serving, and will continue to serve, with the West Africa Regiment, Sierra Leone.

ON Saturday night, Mr. H. F. Nash, second officer of the steamer *Palham*, came across three coolies engaged in breaching the ship's cargo. The men were seen tampering with a barrel of stout. Mr. Nash gave chase and captured one of the delinquents. The others escaped by jumping overboard and swimming to a sampan. The capture was handed over to the Water Police, and appeared in the Police Court, to-day, on a charge of theft. He was given three weeks' gaol and six hours' stocks.

THE trial trip of the *Tomo Maru*, built at the Misu Bishi Dockyard, was conducted on the 15th ult. about three and a half miles outside Nagasaki harbour. The steamer registered 10,162 knots, 17,431 knots, 19,421 knots and 18,388 knots in the first, second, third and fourth trials respectively. Towards the beginning of the second trial a leak was discovered in the steam pipes, and the result of the trial being unsatisfactory, it was suspended and the engines examined. On the fifth trial a safety valve of the boiler broke down. The trial was therefore postponed.

WHILE executing an opium warrant on board the *Kam Po Sheng* trading junk, then anchored off West Point yesterday afternoon, Policeman Cockle found in one of the cabins seven spears, 200 rounds of ammunition, one tin of percussion caps, thirty-seven pounds of powder, and nineteen pounds of shot, for which the master of the junk could produce no permit. He and his No. 2 were apprehended, and, at the Police Court, this morning, were called upon to give an explanation. This they did to the satisfaction of the presiding magistrate, who discharged them, but confiscated the arms and ammunition.

ASSAULTING a clerk named Cheng Young Chung at Wanchai, assaulting Indian policeman 694 while on duty, and damaging his uniform to the extent of \$150 were the charges a Private belonging to the Middlesex Regiment had to answer at the Police Court, this morning. A Japanese, by name Kockichi Kobayashi, of the steamer *Wakamitsu Maru*, who went to the assistance of the soldier while he was in custody and attempted to "lay out" the Indian constable, had also to answer a charge of assault. The whole trouble was caused by the soldier striking the Chinaman on the face with his cane. This brought a policeman, who took the private into custody. Kockichi, who was passing in a ricksha at the time, noticed the soldier's predicament, and, springing out of the ricksha, sprang on the policeman. There was a scuffle and tumbled faces; assistance arrived, and the allies were arrested. The private was fined, in all, \$325, and the Japanese \$15 for their amusement.

THE Formosa Sugar and Development Company has been registered with a capital of £80,000 in 60,000 £1 preference and 40,000 £2 ordinary shares. It is intended to acquire the sugar mill and factory known as the Hing Hoi Sain Kaiba, village of San Kuo Ten district of Ni Bu Tai Ri, Province of Tai Nan Cho, South Formosa, and all or any of the assets and liabilities of A. W. Bain, H. W. Arthur, and H. Hastings (trading as Bain and Co). The signatories are: A. W. Bain, Hyde Park Chambers, 159, Knightsbridge, S.W.; H. Hastings, Anning, South Formosa; H. H. Roberts, 47, Castle Street, Liverpool; J. E. D. Parker, 47, Castle Street, Liverpool; A. L. Roberts, Kingsley, Albion Street, New Brighton; W. H. Owe, 220, Bedford Road, Rock Ferry; D. H. Sherlock, 220, Bedford Road, Liverpool (one preference each). The first directors (not less than three nor more than five) are: A. W. Bain, H. Hastings, and H. H. Roberts. Qualification £200 and remuneration 33 fixed by the company.

HONGKONG ICE COMPANY.

THE ANNUAL MEETING.

THE twenty-seventh annual meeting of the Hongkong Ice Company, Ltd., was held in the offices of the general managers, Messrs. Jardine, Matheson & Co., Ltd., this forenoon. The Hon. Mr. Henry, Keswick presided, and the other present were Messrs. J. Bartlett, Ho Fook, Lo Cheung Shiu, T. S. Forrest, C. H. Ross, L. N. Leefe, R. Sutherland, W. Parlane, manager, and R. G. Munro, secretary.

The secretary read the notice calling the meeting. The Chairman said—Gentlemen,—The report and accounts having been in your hands for some days past I propose to take them as read. Our sales of ice during the year 1907 show a decrease of 483 tons as compared with 1906 figures, but this decrease was to be expected, for during 1906 we had an exceptional demand from shipping and coast ports. The company's plant and premises are all in excellent order. With a view to meeting threatened opposition from more than one quarter the general managers considered it advisable to enter into an agreement with the Hongkong Milling Company, Limited, for the purchase of their surplus output of ice from the Junk Bay Flour Mills, such ice being guaranteed of equal purity and tenderness to that manufactured at our own works. This arrangement obviated the necessity of extending our plant for some time to come, while the price agreed upon allowed us a fair margin of profit. It has been further arranged with the Hongkong Milling Company that in the event of competition arising, the price first current will be reduced so as to enable us to meet such competition. Before proposing the adoption of the report and accounts and answering so far as I am able any questions you may wish to put, I wish to refer to the early departure of Mr. Parlane, who has most ably and conscientiously filled the post of manager of our company for over twenty years past, and I propose that we should take this opportunity of recording our appreciation of his very valuable services. (Applause).

No questions were asked. The Chairman thereupon moved the adoption of the report and accounts. Mr. Sutherland seconded. The motion was unanimously adopted. Mr. Forrest proposed the reappointment of Mr. A. R. Lowe as auditor. Mr. Barton seconded. The motion was unanimously adopted. The Chairman: That concludes the business of the meeting, gentlemen. Dividend warrants will be ready to-morrow.

HARBOR FATALITY.

THREE-YEAR-OLD CHILD DROWNED.

A sad case of drowning occurred in the harbour, at West Point, on Saturday morning. Three brothers, aged nine, five and three respectively, belonging to a cargo boat No. 206, were sent ashore early in the morning to play. Their father was a Chinese, and about nine o'clock, about an hour later the eldest of the three seeing his opportunity of making a few cents, hired himself to some cattlemen at the Cattle Depot, at Kennedy Town, to land a cargo of goats. Not very long afterwards the second boy took himself off in another direction, leaving the three-year-old fellow to shift for himself. When they returned in the afternoon he could not be found. He had not returned to the junk during their absence. A prolonged search followed, with the result that the youngster's corpse was found floating in the harbour. The police at No. 7 Station were notified and his remains removed to the morgue. It is believed that while playing by himself during the absence of his elder brothers, he fell into the harbour and was drowned.

LAI CHI CHIN.

RE-TRIAL OF PARTNERSHIP ISSUE.

Several weeks ago a man named Lai Chi Chin sought to appeal from a decision given against him by Mr. Justice Wise, in a case in Summary Jurisdiction. The case referred to was that in which Mr. Justice Wise found that Lai Chi Chin was a partner in the Tak Li Tung firm and was, therefore, liable to certain debts of the firm; and it was this decision that the appellant sought to reverse. On the understanding that Mr. M. W. Stude, who was instructed by Mr. K. Hall Brutto, would produce fresh evidence a re-trial was granted. The case was reopened this morning and was continued throughout the day. The Hon. Mr. H. E. Pollock, K.C. (instructed by Mr. F. X. d'Almeida & Co.) was for the respondents.

MAID-MARY'S DEATH.

SPINE INJURED IN A FALL.

After being confined to bed for a matter of some ten days, suffering from injuries which she had sustained in a fall, Wong Kwai Ho, a maid servant, in the employ of Mr. Ng Ah Tai, formerly comrade of the Italian Far Eastern Trading Company, died in hospital on Saturday last. The girl, who was about eight years of age, was, about a fortnight ago, amusing her employer's children on the staircase of the house—No. Morrison Street—when she overbalanced herself and fell down about ten steps, injuring her spine. She was picked up and returned to the house for treatment. Her condition gradually became worse, and on Friday last when it was deemed advisable to send her to the hospital. It was too late, however, and the unfortunate girl expired the following day from the effects of her injuries.

CAPTAIN C. H. CAMPBELL, 1st Battalion Queen's Own Cameron Highlanders, has been selected for the adjutancy of the 7th Middlesex Rifle, in succession to Captain T. M. Booth, Gordon Highlanders.

A NEW BARRISTER.

HIS ADMISSION TO THE BAR.

Mr. Joseph Overbeck Anderson, formerly known as Hung Kwok Leung, barrister-at-law, secured his admission to the Bar at the Supreme Court, this morning. The Hon. Mr. H. E. Pollock, K.C., who moved his enrolment, stated that the Court had on file the affidavit and declaration, showing that Mr. Anderson was admitted to Lincoln's College in May, 1906. His identity was proved by the Hon. Mr. Wei Yuk and Mr. Ho Tung. The affidavit of Mr. C. F. Dixon, Counsel, showed also that he had adopted the name of Joseph Overbeck Anderson. He moved his enrolment.

The Chief Justice—I have found the papers in order. I have much pleasure in admitting him to the Bar. Mr. Anderson thanked the Court for its kindness, and retired.

TRAMCAR FATALITY.

COOLIE KILLED IN BUSY THOROUGHFARE.

Shortly after seven o'clock last evening, a Chinaman whose identity is still unknown, was knocked down and killed by a tramcar in Des Voeux Road Central. The man, who from appearances belonged to the coolie class, was a passenger on board an east-bound tramcar. He had purchased a ticket, we were informed, to take him from Wing Lok Street to the Central Market, but before the car had arrived at the latter stopping point, the coolie was seen to rise from his seat and leave the car. At that moment a west-bound tram passed by and struck the coolie as he alighted on the street. He was pitched to one side, and when picked up was seen to be suffering from severe injuries to his head and body. An ambulance was summoned and the unfortunate man conveyed to hospital, where he succumbed shortly after being admitted.

THE "TAISU MARU" CASE.

THREATENED BOYCOTT OF JAPANESE.

(From Our Own Correspondent.)

Caution, 29th February, 1908. With reference to the arrest of the Japanese steamer *Taisu Maru* No. 2, by the Chinese provincial authorities, so far no settlement has yet been arrived at by the parties concerned. It is reported, among well-informed Chinese, that should the case not result satisfactorily from the Chinese point of view, there are agitators among the masses who will attempt to stir up public feeling with a view of boycotting Japanese manufactures.

CAPTAIN'S ACCOUNT OF HER SEIZURE.

The following is the outline of a letter from Mr. Terumine, captain of *Taisu Maru*, addressed to the Taisu firm of Kobe, the owners of the ship, which gives a detailed account of the seizure of the ship by Chinese war ships at Macao. The *Taisu Maru* arrived at Macao a little before noon on the 5th inst. About half past two in the afternoon a steam-boat of the Ataka firm, the owner of her cargo, with clerks on board, came steaming toward the *Taisu Maru* along with cargo boats when suddenly four Chinese gunboats made their appearance and surrounded the steamer. They only allowed the clerk of the firm to go on board the steamer but forbade others approaching the ship. Meanwhile a Chinese commander came on board and stated that though the steamer was in possession of the certificate issued by the Portuguese authorities at Macao the Chinese Government was informed that she was bound for Macao laden with a cargo of 134 cases of arms and ammunition, the consignee being, Chinese agent; the commander had been ordered by the Taotai of Canton to stop the unloading of her cargo. At the same time two customs officials and some 20 blue-jackets boarded the steamer. The commander also said that if the steamer was lying at anchor in Macao territorial waters he would not be in the capacity to make any objection whatever but as long as she was at anchor in Chinese territorial waters the ship had to obey the command of the Chinese authorities. Now the Macao territorial waters are of limited extent and the depth very shallow, scarcely reaching two fathoms. So the steamer, when at anchor at Macao anchorage pointed out in the chart, which, however, the Chinese insisted to be Chinese territorial waters. The steamer having a draft of more than 23 ft. and being laden to the full could not make for the shore any nearer beyond the present station which measured 4 fathoms. It was no less impossible for her to go in Macao territorial waters, only 2 fathoms in depth. Though the captain was desirous of negotiating with the consignee no steam boat would dare to approach the ship apparently for fear of the Chinese warships. There were more than ten passengers on board the steamer, who on account of the delayed arrival, were in want of provisions. They were anxious to make land for the purchase of provisions but the Chinese would not permit them to launch a boat and so they could do nothing in such circumstances. No objection whatever would be listened to by the Chinese and should the steamer dare to weigh anchor or disobey their command the Chinese threatened to send her to the bottom in an instant. Under the situation the captain came to the final conclusion to follow the Chinese to anchor. According to the commander the Chinese authorities were notified from Kobe prior to the departure of the *Taisu Maru* that the steamer would unload those arms and ammunition at Macao which were to go to the hands of the native revolutionists through a Chinese merchant. It was surprising to find that the commander was informed of the particulars relating to the contract between the consignee and the owner of the steamer.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI TRAMWAYS.

EXPERIMENTAL TRIALS MADE.

FULL SERVICE IN OPERATION ON WEDNESDAY.

(From Our Own Correspondent.)

Shanghai, 2nd March.
4.10 p.m.

The new system of tramways was given an experimental trial on the Bubbling Well Road this afternoon and along the Bund.

It is considered probable that the tramway service will be in full operation on Wednesday.

(Reuter's.)

The British Parliament.

London, 28th February.

Mr. Asquith has introduced a Licensing Bill which provides for a progressive reduction of licences in the next 14 years, and involves the extinction of 30,000 others.

The provisions of the Bill are most stringent.

The German Polish Expropriation Bill.

The Prussian Diet has adopted the Polish Expropriation Bill as framed by the Government, rejecting the Committee's amendment.

Later.

Attempt on the Life of the Shah of Persia.

Reuter's agency in Teheran wires that two bombs were thrown on the roof of the Shah's motor-car, killing the three outriders and wounding the chauffeur and twenty others.

The Shah was not in the motor-car but occupied a carriage at some distance behind it.

The Shah reached the palace in safety.

Asiatic Immigration to Canada.

The Canadian regulations have been amended to apply to immigrants arriving from land-points as well as sea ports; hence the two Japanese who were arrested on the 20th have departed.

The New Licensing Bill.

Mr. Asquith's Bill is the chief topic on the Stockmarket; business in Brewery shares is at a complete (?) standstill, and though Brewery securities are practically still un-negotiable, nominal quotations show an appreciation of £25,000,000 as compared with yesterday.

The United States Navy.

February, 29th.

The Naval Committee of Representatives recommends the construction of floating docks to accommodate the biggest battle-ships: one in the Atlantic and one in the Pacific, also a naval station at Pearl Harbour, Honolulu.

Sir Wilfrid Laurier on the Situation.

Sir Wilfrid Laurier, speaking in the Commons, said that he did not apprehend any danger in the Pacific; Great Britain's diplomacy had been far-seeing. He believed that America would evolve a satisfactory system in reference to the position of Orientals. The pelagic sealing, however, was unsatisfactory, because the Japanese were not restricted like the British, and could destroy the whole of the herd in five years. The Government was giving its active attention to this matter.

The arrival of the 2nd Cameron Highlanders in the Far East brings the British battalions out there up to three, and another one at Hongkong permanently would not do a bit of harm. The reported contemplated reduction in the South African army and the army of occupation in Egypt should set free several battalions, which could be sent to China with a decided advantage.—L. & C. Express.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Catherine Ahear*) 3rd inst.
German (*Prins Ludvig*) 3rd inst, 6 a.m.
English (*Marmora*) 5th inst., 6 a.m.
Indian (*Fookiang*) 5th inst.
American (*Hongkong Maru*) 10th inst.
German (*Prinzess Alice*) 11th inst, 6 a.m.
Indian (*Kuniam*) 13th inst.

The P. M. S. S. Co.'s s.s. *Siberia* arrived at San Francisco on 23rd ult.

The N. G. L. s.s. *Capri* left Singapore for this port yesterday, and may be expected here on or about the 8th inst.

The T. K. K. s.s. *Hongkong Maru*, sailed from Yokohama on 29th ult., and is due to arrive in Hongkong on 11th inst.

The Imperial German Mail s.s. *Golden Jett* Kobe via Nagasaki and Shanghai to-day, p.m., and may be expected here on 10th inst.

The P. & O. S. N. Co.'s s.s. *Marmora* left Singapore for this port on 29th ult., at 2 p.m., with the outward English Mail, and is due here on 5th inst., at 6 a.m.

The Imperial German Mail s.s. *Prinzess Alice* carrying the German mails with dates from Berlin of the 11th ult., left Colombo on 29th ult., p.m., and may be expected here on 11th inst.

THE HONGKONG HOTEL COMPANY, LIMITED.

ANNUAL REPORT.

The report of the Board of Directors to be presented at the ordinary meeting of shareholders, to be held at the company's hotel, at 12.30 p.m., on Saturday, the 7th March, 1908, reads:—

Gentlemen,—In accordance with section 56 of the articles of association the directors now beg to submit their report for the half-year ended 31st December, 1907.

The profit on working account amounted to \$39,292.35 at compared with \$3,959.18 for the corresponding period of 1906, being a decrease of \$4,666.83.

The profit and loss account, including the sum of \$9,221.81 brought forward from 30th June, 1907, shows a credit balance of \$49,252.17, which the directors recommend should be appropriated as follows:—

To pay a dividend of 7 per cent. for the half-year..... \$12,000.00

To transfer to repairs and renewals account..... 7,000.00

To carry forward to new account..... 25,252.17

DIRECTORS.

The Hon. Mr. F. Osborne retiring by rotation, but offers himself for re-election.

AUDIT.

The accounts have been audited by Messrs. H. U. Jeffries and A. R. Lowe, C.A., who offer themselves for re-election.

W. HUTTON POTTS,

Chairman.

Hongkong, 20th February, 1907.

PROFIT AND LOSS ACCOUNT.

For the six months ending 31st December, 1907.

To Bad debts and refunds	\$ 912.69
To Crown rent	505.92
To Rates	2,562.20
To Fire insurance	3,287.10
To Debenture—int. on \$500,000 @ 2½%—\$12,500.00	
Less returned on debentures held by the company	2,305.48
	12,694.52
To Interest account	6,843.65
To Directors' and auditors' fees	3,200.00
To Repairs and renewals account, balance as per statement	2,089.11
To Balance to be appropriated as follows:—	
To pay dividend of 7%—\$12,000.00	
To Transfer to repairs and renewals account	7,000.00
To Carry forward to new account	25,252.17
	49,252.17
	\$ 81,857.36

By Balance from 30th June, 1907..... \$73,884.50

Less Dividend at 8%—\$48,000.00

Less Transferred to repairs and renewals account..... 10,000.00

Less Transferred to furniture and fixtures account..... 4,958.62

By Rents of shops and offices, old building..... \$3,842.03

By Rents of shops and offices, new building..... 4,540.00

By Rents of Hotel Mansions..... 21,000.00

By Dividends on shares in public companies..... 221.00

By Scrip and transfer fees..... 13.00

By Bad debts and refunds recovered..... 35.13

By Profit on Hotel working account for the six months ending 31st December, 1907..... 39,292.35

Praya Reclamation (Marine Lot No. 288).....	246,140.00
Building thereon "Hotel Mansions".....	375,752.68
	621,892.68
Cost of three Chinese houses on sections B, C, and D, of Inland Lot No. 80	33,000.00
Cost of Kowloon Farm Lot No. 3 section A.....	30,916.00
	1,762,875.79
Furniture and fixtures, as per last account.....	99,958.62
Less written off as per last report.....	4,958.62
	95,000.00
Since added.....	21,950.64
	116,950.64
Installation of electric light, as per last account.....	24,000.00
Stock of linen, crockery, glass, ware, etc.....	36,811.92
Stock of wine, provisions, household sundries, and stationery, as per inventories.....	39,120.89
Shares in Public Companies.....	5,796.31
Value of steam launch.....	5,000.00
Sundry debtors.....	30,941.79
Licenses attaching to 1908.....	2,576.67
Hongkong and Shanghai Banking Corporation (Unclaimed Dividends Account).....	976.00
Cash in hand.....	276.09
	\$1,013,101.10

THE SHANGHAI WATCH CLUB BOBBLE.

Further developments are promised in connection with the Watch Club. A civil suit has now been instituted by Messrs. J. Ullmann & Co. against Mr. Ivor Thomas, in his capacity as Manager of the Shanghai Watch Club, for the payment of \$1,115.75, the value of watches, etc., alleged to have been supplied for the purposes of the Club. Thus the position today in the Watch Club fiasco is that two suits are pending against Mr. H. J. Black and one against Mr. Thomas, who has already stood his trial on a criminal charge. It is unfortunate that there should be these complications in regard to the fixing of responsibility for the concern, which tend to prolong the Club's inglorious existence at a time when the community would fain be rid of it altogether. In spite of the strictures passed upon the whole business of the Club by His Majesty's Judge, who may be pointed out, merely confirmed the verdict of American tribunals on the same subject, it has been announced (with what authority is not known, but the statement has not been denied) that the Club is to be wound up by Mr. H. J. Black by permission from the United States Consulate-General. We have, therefore, the following anomalous state of affairs:—an admitted lottery denounced by the Judge of His Majesty's Supreme Court as "a rotten and fraudulent concern"; a Municipal by-law prohibiting lotteries except under special licence; permission (?) given by the United States Consulate-General to re-open in the Settlement the very Watch Lottery that has been denounced locally and is debarred from the United States and its dependencies. Some method should be devised to cut this Gordian knot without delay and as its origin is clearly defined, it were well that it should be dealt with by the authorities concerned.—N. C. D. News.

CHINA AND TIBET.

Some time ago H.E. T. Chen-hsuan (formerly Viceroy of the Liang-kwang province and now at Hingchow) suggested the conversion of Tibet into two provinces to be governed by a Chinese viceroy, whose seat of government would be established at Lhasa. As Chando is also an important city a governor would be stationed there. The practical effect of this change would be to convert the Imperial Chinese Resident and Assistant Resident into Viceroy and Governor respectively. The following is a summary of a recent memorial from the Imperial Resident, Lien Yu, on this subject, which gives a description of the deplorable condition in that closely-walled country:—Prior to the unfortunate war with Japan in 1894-5 the Dalai Lama and his immediate subordinates respected instructions from Peking through the Imperial Resident and dared not to do what they liked. But after the war in Korea and Manchuria the Tibetan Government realized the weakness of China and the Dalai Lama, the Panchen Lama and their spiritual followers began to despise the Chinese Government and even went so far as to depend upon foreign influence and assistance to get rid of the Chinese yoke. It was mainly due to the ignorance, stupidity and obstinacy of the Dalai Lama and his immediate followers that the British Expeditionary Force entered Tibet in 1904. The memorialist believes that as the Tibetans are still deeply suspicious of the Chinese Government, it would merely evoke more distrust and open trouble if Tibet were converted into two provinces. As now proposed, H.E. Lien Yu, therefore, strongly urges that the scheme may be postponed until he has made due preparations, after which the vassal State may be converted into two provinces by the simple issue of an Imperial Edict from Peking. Regarding the proposed reorganization of Tibet the memorialist says that he can do nothing without money from China as he cannot obtain funds in the country itself. As the Dalai Lama is still lingering in Kamsu under pretext of illness, the memorialist requests the Throne to order him to return to Lhasa without further delay and to co-operate in the reorganization of the Tibetan Government, now that the British troops are withdrawn and the commercial convention between Tibet and China is all but settled.—N. C. D. News.

HONGKONG GYMKHANA CLUB.

NEXT MEETING'S PROGRAMME.

The programme of the first meeting to be held at the Happy Valley, on Saturday, 4th April, 1908 (weather permitting), is as follows:—

1.—3 p.m.—ONCE ROUND.—Four horse ponies subscription griffins of this season 1907-1908 and all ponies entered in the Hongkong Griffin Stakes and the Tientsin Stakes at the Hongkong Jockey Club meeting 1908. Weight for inches as per scale. Winners of one race 5 lbs. extra; of two or more races 10 lbs. extra. Non-winning placed ponies allowed 2 lbs. Unplaced runners allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: The Tree Cup presented, and prize: 325. (Entrance fees to go to winner.)

2.—3.30 p.m.—GYMKHANA STAKES.—Value \$80. Distance one mile. For all China ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning placed ponies allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and for a third. The benefit of marks already scored in past with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning 2 lbs. to be deducted next time he starts. Such 2 lbs. to be deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5, 2nd prize: \$5. 11st. entrance fees to go to winner.

3.—3.40 p.m.—LADIES' NOMINATION.—Tilting the ring. Nominating lady to stand at a given point. Gentleman nominated to gallop past carrying a lance, as he gallops past nominating lady to throw a ring which gentleman nominated will endeavour to catch on his lance. Best of 3 runs. Points will be given for number of rings caught and for pace. Entrance fee \$3, 1st and 2nd prizes presented by the Club. Post entries will be accepted for this event.

4.—4.10 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—For China ponies. Subscription griffins of any season which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for inches as per scale. Entrance fee \$5, 1st prize: "The Exit Cup" presented, and prize: 325. (Entrance fees to go to winner.)

5.—4.30 p.m.—WELTER RACE.—Half a mile. For all China pony hacks passed as such by the committee of the Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weights over 13 st. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5, 1st prize: A cup presented, and prize: 325. Entrance fees to go to winner. No post entries.

6.—4.50 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5, 1st prize: A Cup presented by Sir C. P. Chater, C.B.E., and prize: 325. (Entrance fees to go to winner.)

7.—5.20 p.m.—TANDEM RACE. ONCE ROUND.—For all China ponies. One pony to be ridden and another driven unmounted. 11 ven pony properly driven to finish in front of ridden pony or pair, disqualified. Any competitor leading instead of driving will be disqualified. Entrance fee \$5, 1st prize a cup presented, and prize \$25. Entrance fees to go to winner. No post entries.

Entries close to the hon. secretary, Hongkong Gymkhana Club on Saturday, the 28th March, at the Hongkong Club at 7 p.m. Entrance fees must accompany entry, otherwise entry will not be accepted. Entries for events Nos. 1, 2, 4 and 6 must state name, colour, and height of pony, also racing colours. Entries for event No. 5 must state name of pony. Post entries will be accepted for event No. 3. Forms of entry may be had on application to the hon. secretary or at the Hongkong Club. R. F. O. MASTER, Hon. Secretary, Hongkong, 2nd March, 1908.

CUSTOMS GUNNIP.

According to the recent memorial from the Controller General of the Shuiwuch, Sir Robert Hart has only been given one year's leave to visit England on account of his health though he asked for two. The reason given writes the Peking correspondent of the N. C. D. News, is that his services are still indispensable in Peking. The Inspector-General has now handed over his duties to Sir R. E. Bredon, but this involves so much work that the substitution will not be entirely arranged until next month. The date of Sir Robert Hart's departure for Europe has, therefore, not yet been definitely fixed. H.E. Na Tung, Grand Secretary of State, and new Controller-General of the Shuiwuch, is reported to have asked H.E. Yuan Shu-hsin (formerly Customs Taoist of Shanghai), civil Governor of Peking, to assist him in the administration of the Revenue Council of the Imperial Maritime Customs on account of his ignorance of tariff affairs. It is stated that the Manchu Grand Secretary will request the Throne to appoint Yuan as Assistant Controller-General if he agrees to help him.

Today's Advertisements.

NOTICE.
We have authorised Mr. JOHN ARCHIBALD PLUMMER to Sign our Firm from this date.
BRADLEY & Co.
Hongkong, 2nd March, 1908. [282]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mrs. W. DANBY, to sell by PUBLIC AUCTION,
FOR ACCOUNT OF THE ESTATE OF THE LATE W. DANBY,
on
THURSDAY,
the 13th March, 1908, at 2 P.M., at No. 5, Queen's Gardens, Peak Road,
THE WHOLE OF THE
VALUABLE HOUSEHOLD
FURNITURE,
THEREIN CONTAINED,
Comprising:—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD WARDROBES WITH GLASS, OVERMANTELS, DINING WAGONS, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, TEAKWOOD SIDEBOARD with GLASS, GLASS, CROCKERY and E.P. WARE, ENGRAVINGS, a quantity of BRONZE STATUETTES, INCENSE BURNERS and VASES, OLD CHINA, CARPETS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, Double and Single IRON BEDSTEADES and BEDDING, SHANGHAI BATHS, &c., &c.

A large quantity of PLANTS in POTS;
AND
One COTTAGE PIANO by Collard and Collard, London.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd March, 1908. [283]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be stored until Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 7th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st March, 1908. [27]

CANTON-DAY BY DAY.

ARMS SMUGGLING.

[From Our Own Correspondent.]

Canton, 29th February, 1908.

The Canton Kwook See Po states that H.E. the Viceroy has wired to the Governor of the province of Chekiang to the effect that seven vessels are reported to be on their way to smuggle a large quantity of arms and ammunition into that province and that a sharp lookout should be kept to effect the seizure of these shipments.

CHEAP RICE.

As the prices of rice is going up day by day, the members of the different charitable institutions of Canton are proposing to import rice from Annam for cheap sale in the same manner as was done last year in order to supply the public want.

ONOXIOUS CUSTOM TO BE ABOLISHED.

H.E. the Viceroy has received a despatch from the Ministry of Law (Fapu) at Peking inquiring if the abolition of the old custom of a person having to kneel down in court, when being tried, has been actually carried into effect in the province of Kwangtung, and (not H.E. is requested to at once effect the reform, and to report accordingly.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

3.15 P.M.

London—Bank T.T. 1/10 1/10

Do: demand 1/10 1/10

Do: 4 months' sight 1/11 1/11

France—Bank T.T. 2.38

America—Bank T.T. 46

Germany—Bank T.T. 1/93

India T.T. 1/42

Do: demand 1/42

Shanghai—Bank T.T. 1/41

Singapore—Bank T.T. 1/41 1/2

Japan—Bank T.T. 1/41 1/2

Yokohama—Bank T.T. 1/41 1/2

Bank of England rate 25.9 1/2

Bank of China rate 25.9 1/2

Bank of India rate 25.9 1/2

Bank of Commerce rate 25.9 1/2

Bank of Communications rate 25.9 1/2

Today's Advertisements.

NOTICE.
We have this day Transferred the HONGKONG AGENCY of the SOCIETE FRANCAISE DES CHARBONNAGES DU TONKIN to Messrs. E. BORNAND, the Company's Agent, Alexandra Buildings.
J. BORNAND, MATHESON & Co., Ltd.
Hongkong, 2nd March, 1908. [275]

PUBLIC AUCTION.

I HAVE this day taken over the HONGKONG AGENCY of the SOCIETE FRANCAISE DES CHARBONNAGES DU TONKIN from Messrs. Jardine, Matheson & Co., Ltd.
E. BORNAND.
Alexandra Buildings,
Hongkong, 2nd March, 1908. [276]

NOTICE.

MR. ALEXANDER MUELLER, having left China on the 25th ulto. Cashed to Sign our Firm per Procuration on that date. We have this day authorized Mr. HENRI RICHARD LUDWIG MUELLER of Hongkong and Mr. LUDWIG FRIEDRICH RUIHOLF LEISSING of Canton to Sign our Firm's name per Procuration.
SIEMSEN & Co.
Hongkong & Canton, 1st March, 1908. [277]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 7th March, 1908, at 12.30 P.M., for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1907, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 7th March, both days inclusive.

By Order of the Board,
C. MO'NEY,
Secretary.

Hongkong, 2nd March, 1908. [278]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN"

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 6th instant at 10 o'clock A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers, Hongkong, 2nd March, 1908. [280]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW
(TUESDAY), the 3rd March, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
ONE COMPLETE SET OF
'TIMES' ENCYCLOPEDIA,
BRITANNICA,
35 Volumes—Cloth Binding in Good Condition—
with Solid Teakwood Airtight Bookcase,
AND
A Quantity of ASSORTED BOOKS.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd March, 1908. [279]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "SIKH,"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 3rd instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

Hongkong, 2nd March, 1908. [281]

S.S. "POLYNESIAN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Medoa, Cordovan and Dordogne and from Bordeaux ex s.s. Villa d'Arras, and Villa de Dunkerque, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 9th March, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before MONDAY, the 9th March, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 9th March, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,
Agent.

Hongkong, 2nd March, 1908. [274]

Intimations.

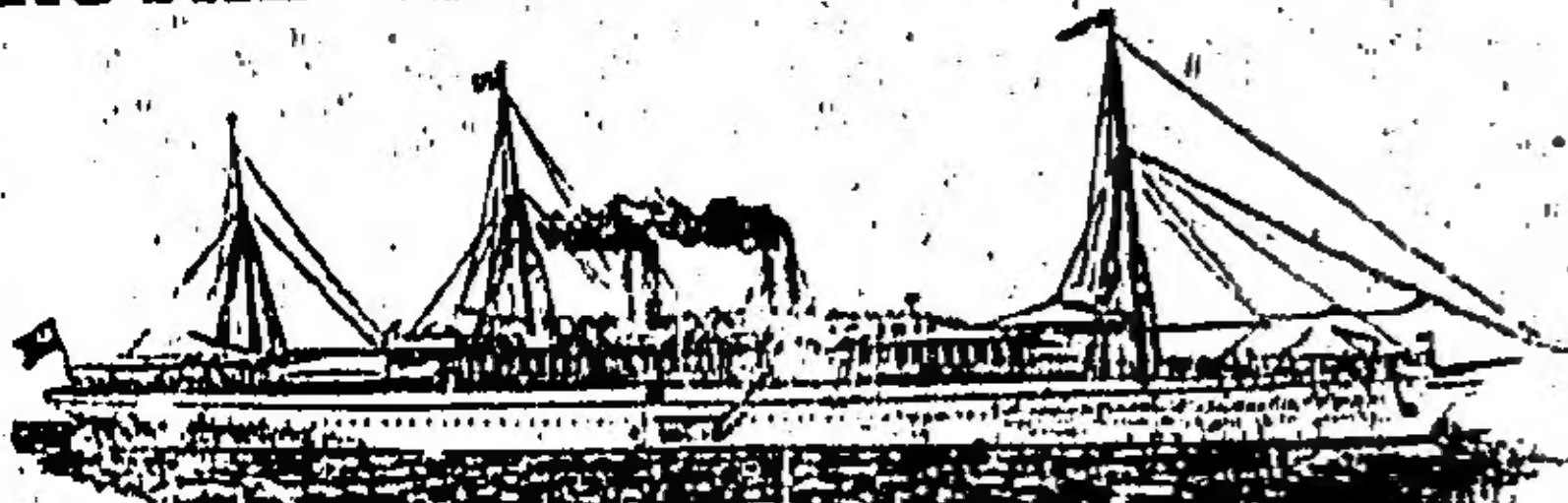
THE
ROBINSON PIANO
CO., LD.

AGENTS
FOR THE
FAMOUS
"VICTOR"
TALKING
MACHINES.

A comprehensive stock
of
MACHINES & RECORDS.

Hongkong, 27th February, 1908. [275]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Functuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.
11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	Leave Hongkong	Arrive Vancouver
"EMPEROR OF CHINA".....	6,000	THURSDAY, Mar. 12th	Mar. 20th
"LENNOX".....	3,700	WEDNESDAY, Mar. 25th	April 2nd
"EMPEROR OF INDIA".....	6,000	THURSDAY, April 2nd	April 10th
"MONTEAGLE".....	3,700	WEDNESDAY, April 2nd	April 10th
"EMPEROR OF JAPAN".....	6,000	THURSDAY, May 7th	May 15th
"GLENFARG".....	3,700	WEDNESDAY, May 20th	June 18th

"S.S. LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M., "S.S. MONTEAGLE," "LENNOX" and "GLENFARG" at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, HONOLULU, B.C., and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 20 days from HONGKONG.
Hull, London, 1st Class, via St. Lawrence River Lines or New York £71.10.
Hull, London, 1st Class, Intermediate via St. Lawrence River Lines or New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 18th February, 1908.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Ship	On
SHANGHAI VIA SWATOW	HONGKONG	WEDNESDAY, 4th Mar, Noon.
TIENSIN VIA SWATOW	CHEONGSHING	FRIDAY, 6th Mar, Noon.
MANILA	YUE SANG	FRIDAY, 6th Mar, 4 P.M.
MANILA	LOO SANG	FRIDAY, 13th Mar, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	FOO SANG	FRIDAY, 13th Mar, 4 P.M.
& MOI		
SINGAPORE, PENANG & CALCUTTA KUTSANG		TUESDAY, 17th Mar, Noon.

RETURN TOURS TO JAPAN AND BACK.

The steamers *Kiungang*, *Nansung* and *Fukwang* leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. The vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.
These steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo and Tientsin.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 2nd March, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	3rd Mar, 4 P.M.
HOIHOW, PAKHOI & HAIPHONG	"CHIHLEI"	5th " daylight.
SHANGHAI	"KIUKIANG"	5th " 4 P.M.
CEBU & ILOILO	"SUNGK'ANG"	5th " "
NINGPO & SHANGHAI	"LIANGCHOW"	6th " "
SHANGHAI	"SHANST"	8th " "
MANILA, ZAMBOANGA & COLONIES	"TAIYUAN"	9th " "
MANILA	"TEAN"	10th " "
CEBU & ILOILO	"KALFONG"	20th " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 2nd March, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 7th Mar, at Noon.
RUBI	2540	Almond	"	SATURDAY, 14th Mar, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Mar, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th February, 1908.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS and SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship "SAINT PATRICK" To sail About the 16th March, 1908.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th January, 1908.

Shipping—Steamers.

CIE. DES CHARGEURS
RÉUNIS.

Round the World Line.

FOR	STEAMER	SAILING
SHANGHAI, CHINWANTAO (Tientsin), KOBE, YOKOHAMA, HONOLULU, NORTH and SOUTH AMERICAN PACIFIC COAST, BUENOS AYRES, MONTEVIDEO, without transshipment	"CEYLON"	MONDAY, 9th March.

THIS Steamer, Twin-screw, 15,000, is Newly built and has Superior Accommodation for 1st Class Passengers. Only Single and Double-berth Cabins, each fitted with Electric Fan, Steam Heaters, Writing Table and Wardrobe. Drawing-room, Smoking-room, Hair Dressing-room and Laundry. Doctor and Stewardess. The best line to go to Japan and America in visiting Peking and North China.

Reduced Rates of Freight and Passage.

For further Particulars, apply to

Hongkong, 20th February, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN"

Captain J. S. Roach, will be despatched for the above Ports, TO-MORROW, the 3rd March, at 10 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 28th February, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR"

Captain S. H. Belson, will be despatched for the above Ports, on WEDNESDAY, the 4th March, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 2nd March, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captain

Sailing

Tremont..... 9,500 T. W. Garlick..... 17th Mar.

Suveret..... 6,232 Shorton..... 9th Apr.

Kumari..... 6,232 Cowley..... 2nd May.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. *Shawmut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room. Barber's

shop and steam-laundry. Cargo carried in

cold storage.

† Cargo only.

PARCEL EXPRESS TO THE UNITED

STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.Queen's Buildings,
Hongkong, 25th February, 1908

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With liberty to call at HONOLULU and

SALINA CRUZ.

Steamers

Tons

To sail

KASATO MARU..... 6,100 [Some time First half of April.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 17th February, 1908.

STREAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These Fine New Steamers have unexcelled

Accommodation for First Class Passengers and

are lit throughout by Electricity. Electric Fans

in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of

the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 2nd July, 1907.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 28th February, 100 cts. per 5 Mts.

BUTCHER MEAT.

Cents.

Beef sirloin and prime cut—Mei Lung Pa b..... 20

" Corned—Ham Ngau Yuk..... 20

" Roast—Shiu..... 20

" Breast—Ngau Lam..... 15

" Soup, Tong Yuk..... 15

" Steak—Ngau Yuk Pa..... 20

" Sirloin—Ngau Lau..... 30

" Sausages—Ngau Yuk Chung..... 26

" Bullock's Brains—, Know..... per set

" Tongue fresh—Ngau Li..... each

" " corned—Ham Ngau Li..... 55

" Head—Ngau Tau..... 85

" Heart—Ngau Sum..... per lb

" Hump, Salt—Ngau Kin..... 18

" Feet—Ngau Keok..... each

" Kidneys—Ngau Yiu..... 10

" Tail—Ngau Mei..... 17

" Liver—Ngau Con..... lb

" Tripe (undressed)—Ngau To..... 6

" Calves' Head and Feet—Ngau-chai

" tau-keok..... \$1.00

" Mutton Chop—Young Pai Kwat..... lb

" Leg—Young Pai..... 22

" Shoulder—Young Shau..... 22

" Pigs' Chilling—Chi cheong..... 24

" Brains—Chi Know..... per set

" Feet—Chi Keok..... 12

" Fry—Chi Chak..... 15

" Head—Chi Tau..... 19

" Heart—Chi Sum..... each

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon..... lb

" Pork, Chop—Chi Pai Kwat..... 22

" Corned—Ham Chu Yuk..... 22

" Leg—Chu Pei..... 24

" Fat or Lard—Chu Yau..... 20

" Sheep's Head and Feet—Young Tau

" Keok..... set

" Heart—Young Sum..... each

" Kidneys—Young Yiu..... 10

" Liver—Young Con..... lb

" Sucking Pig, To Order—Chu Chai..... 21

" Suet Beef—Sang Ngau Yau..... 20

" Mutton—Sang Young Yau..... 24

" Veal—Ngau Chai Yuk..... 20

" Sausages—Ngau Chai Yuk Tong..... 20

POULTRY.

Chicken—Kai Chai..... lb

" Capons, Large, Small—Sin Kai..... 20

" Ducks—Ap..... 22

" Doves—Pan Kau..... each

" Eggs, Hen—Kai Tan..... per doz

" Fowls, Canton—Kai..... lb

" " Hainan—Hoi Nam Kai..... 21

" Geese—Ngo..... 31

" Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo..... pair

" Musk Deer—Wong Keng..... each

" Hare—Ta Chai..... "

" Partridge—Che Khoo..... 60

" Pheasant—Shan Kai..... pair

" Pigeons, Canton—Pak Kup..... each

" " Hoihow—Hoihow Pak Kup..... 35

" Quail—Un-Chun..... 32

" Rice Birds—Wo Fa Cheuk..... dozen

" Snipe—Sa Chui..... each

" Turkeys, "Cock—Fo Kai Kung..... per lb

" " Hen..... 45

" Wild Ducks, Shanghai, Sui-ap..... pair

" Teal, Shanghai, Sui Ap Chai..... 55

" Wild Ducks, Canton—Sang Shing Sui

" Ap..... per pair

FISH.

Barbel—Ka Yu..... lb

" Bream—Bin Yu..... 13

" Canton Fresh Water Fish—Hoi Sin Yu..... 18

" Carp—Li Yu..... 14

" Catfish—Chik Yu..... 17

" Codfish—Mun Yu..... 14

" Crabs—Hoi..... 18

" Cuttle Fish—Muk Yu..... 13

" Dab—Sa Mang Yu..... 14

" Dace—Wong Mei Lun..... 18

" Dog Fish—Ti Tu Sa..... 8

" Eels, Conger—Hoi Man Yu..... 14

" " Fresh water—Tam Sui Yu..... 13

" " Yellow—Wong Sin..... 24

" Frogs—Tien Kai..... 22

" Garoupa—Sek Pan..... 28

" Gudgeon—Pak Kup Yu..... 12

" Herrings—Tao Pak..... 18

" Halibut—Cheung Kwan Yu..... 24

" Labrus—Wong Fa Yu..... 24

" Loach—Wu Yu..... 28

" Lobster—Lung Ha..... 24

" Mackerel—Chi Yu..... 20

" Monk Fish—Mou Yu..... 24

" Mullet—Chai Yu..... 20

" Oyster—Sang Hoo..... 20

" Parrotfish—Kai Kung Yu..... 13

" Perch—Tau Loo..... 13

" Pike—Fa Paw Poong..... 9

" Plaira—Pan Yu..... 20

" Pomfret, Black—Hak Chong..... 20

" Pomfret, White—Pak Chong..... 20

" Prawns—Ming Ha..... 28

" Ray—Pai Fa Sa..... 8

" Rock Fish—Sek Kan Kung..... 14

" Roach—Chun Yu..... 28

" Salmon, (Crisp), fresh water—Ma Yan

" Ap..... lb

" Sold by all Chemists.

FRUITS.

Cents.

Shark—Sa Yu..... 8

Skate—Po Yu..... 10

Shrimps—Ha..... 24

Snapper—Lap Yu..... 24

Solea—Tat Sa Yu..... 24

MAIL TYPES.

The arrival of the mail steamer is always an interesting event, and though it is a common feature of the work in Singapore and Far Eastern ports of call generally, it is interesting quite apart from the loads of letters and parcels they carry, for there are—the passengers, who temporarily take possession of the hotels, the streets, and the curio shops, wrangle with the gharri men and riksha genii, and confound and confuse the police, who, being far removed from England's main in blue whose encyclopaedic knowledge warrants a stranger's inquiry on anything from the way to the time, can only stand and wonder.

It is the French mail that is in perhaps. One can always venture a pretty accurate guess as to the nationality of the steamer recently arrived, for on all hands, in all the chief thoroughfares it is reflected in the appearance, style and gesture of the travellers. But let us go to the wharf and witness the landing of the party. This is not usually a lengthy operation, for long before they have reached the berth, they appear in the majority, to be ready for a jaunt round the town, in the first vehicular contraption handy. They bustle down the gangway in groups, cheerful and smiling and voluble always, and in groups they will remain during their wanderings. Solitary meandering is no delight to them as with a great proportion of English travellers. They walk, ride, lurch and investigate in small crowds, and generally with an air as though they were doing all these things thoroughly. Their meins are gay, and they spread the impression that they possess an infinite capacity for enjoying themselves, even in small things—decidedly a gift of great value in the East! From the hotel verandahs they smile upon the world and to the native bazaars are swarmed right and left—but they are marvellously cheerful over it, from the dapper infantry or artillery officer, in their essentially French helmets, and their rummy "slacks" that form a weird kind of ellipse in the wind, to the small child in very short frocks and very light brown boots, laced half way to the calf. They are usually in town, and the last word in smartness. It is easy to tell, from a glimpse, whether the crowd are bound for home, or whether they are proceeding to visit in Indo-China, for in this matter dress speaks with a voice of considerable eloquence. They come and go with the regularity of a well-kept watch, filling the place with their presence for a brief hour or two—and pass on.

Precisely what happens to the English passengers, after the P. and O. steamer brings them up to the somewhat dreary looking landing place, it is hard to satisfactorily determine. They wander down the narrow wooden way from the steamer, travellers without a care. They do not pack themselves with much gusto into little spaces, and tell the criminal-visaged gharri-driver that he is in odd or a humorous-looking fellow, neither do they pergrinate in groups. One looks for them in vain in the town. They have a supernatural facility for covering up their movements—and seem to vanish utterly. A tope purchased in Port Said p. raps may now and then set the seal of the stranger upon some solitary wanderer, or a vest which the East has not yet attained, not otherwise will they be identified. I had almost forgotten one other absolute unfailing guide—the white coat, made in England. They are usually terrible atrocities of the tailor's art, perverted, and literally shout at one as the owner passes by. The collar never meets, and the whole thing yells, "Made at home." But this is by the way.

There is usually an exceedingly fat man among the German and the Dutch passengers, who tumbles himself along so to speak, handkerchief in hand, (for he perspires in profusion) to the nearest hostelry, by which I hope my friends of either nationality indicate that excessive corpulence and the desire for drink are cultivated inordinately or to excess in their compatriots, who see us but to leave us. Not at all, but it is, curiously, as I have affirmed. They call the hotel boy in a marvellous bass—and drink beer, though should they come here to reside they usually follow the fashion and drink whiskey and soda. The German mail enters the port with a certain amount of ostentation with hand playing and colours flying, so to speak, as who should say, "We have arrived; list to the song of Rheindland." These boats carry the renowned German beer, and from what I hear from time to time, it would seem as though periodically a very fair proportion of Singapore's male population is much given to visiting these steamers and imbibing from the deep cups the frothing tawny liquid. Unlike the French and like the English travellers the Germans are generally the reverse of voluble, at least on their rambles, and they do not apparently believe in walking much when there are other facilities for getting about.

—H. B. S. in Singapore Free Press.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 2nd at 11.55 a.m.—The barometer has fallen rapidly in the E. Japan owing to the depression which is moving away over the Pacific to the South of Hokkaido.

Pressure has increased slightly in N. China and S.W. Japan. It is highest over China. Gradients are slight to moderate, and fresh monsoons may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 5 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, fresh; fair, misty.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—North coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Daiva Maru, Jap. s.s., 1,755, M. Aikawa, 20th Feb.,—Mojil 23rd Feb., Coal—Ataka & Co.
Onsang, Br. s.s., 1,787, R. Cox, 20th Feb.,—Java 17th Feb., Sugar—J. M. & Co.
Tra-quahar, Dan. s.s., 2,225, O. Von Deves, 24th Feb.,—Columbo 17th Feb., Gen.—M. & Co.
Wongkoi, Br. s.s., 1,113, W. Reher, 20th Feb.,—Bangkok 16th Feb., and Kohichang 22nd, Rice and Gen.—B. & S.
Borao, Br. s.s., 2,944, W. Gordon, 1st Mar.,—London 18th Jan. and Singapore 24th Feb., Gen.—P. & O. S. N. Co.
Haitan, Br. s.s., 1,183, J. S. Roach, 1st Mar.,—Foonchow 27th Feb., Amoy 28th, and Swatow 29th, Gen.—D. L. & Co.
Taiwan, Br. s.s., 1,101, J. A. Martin, 1st Mar.,—Saigon 25th Feb., Rice—Chinese.
Kwangkei, Ch. s.s., 1,468, R. Lincoln, 1st Mar.,—Shanghai 27th Feb., Gen.—C. M. S. N. Co.
Hanoi, Fr. s.s., 755, P. Poirier, 1st Mar.,—Haiphong and Hoihow 29th Feb., Gen.—A. R. M.
Chihli, Br. s.s., 1,138, J. Warrack, 1st Mar.,—Haiphong 26th Feb., Pakhoi 27th, and Hoihow 29th, Rice and Gen.—B. & S.
Jax, Br. s.s., 7,660, H. Hubbard, 1st Mar.,—Liverpool 19th Jan. and Gen.—B. & S.
Sikh, Br. s.s., 3,117, W. Atkinson, 1st Mar.,—New York via Ports and Singapore 23rd Feb., Gen.—D. L. & Co. Ltd.
Paklat, Ger. s.s., 1,057, F. Wenzel, 1st Mar.,—Bangkok 23rd Feb., Gen.—B. & S.
Petchaburi, Ger. s.s., 2,190, C. Wolff, 1st Mar.,—Swatow 29th Feb., Rice and Saff.—M. & Co.
Tijmah, Dut. s.s., 2,446, Bonman, 1st Mar.,—Muntok 21st Feb., Sugar—J. C. J. L.
Fri, Nor. s.s., 861, C. Wagle, 1st Mar.,—Phranang 23rd Feb., Salt—Wallem & Co.
Standard, Nor. s.s., 207, Bull, 1st Mar.,—Saigon 24th Feb., Rice and Gen.—Wallem & Co.
Taiyuan, Br. s.s., 1,159, L. Dawson, 2nd Mar.,—Sydney 8th Feb., and Manila 29th, Gen.—B. & S.
Polynesian, Fr. s.s., 1,543, H. Broc, 2nd Feb.,—Manille 2nd Feb., and Saigon 28th, Mails and Gen.—M. M.
Ernest Simons, Fr. s.s., 2,910, V. R. Girard, 2nd Mar.,—Yokohama 22nd Feb., Mails and Gen.—M. M.
Kawachi Maru, Jap. s.s., 3,781, H. Petersen, 2nd Mar.,—Japan via Shanghai 8th Feb., Gen.—N. Y. K.
Carl Diederichsen, Ger. s.s., 774, J. Kuylen, 2nd Mar.,—Haiphong 28th Feb., and Hoihow 1st Mar., Rice—J. & Co.
Kneiberg, Ger. s.s., 646, D. Henk, 2nd Mar.,—Swatow 1st Mar., Ballast—J. & Co.
Idzumi, Jap. s.s., 2,446, Yamashiro, 2nd Mar.,—Shanghai and Swatow 25th Feb.
Kwangshai, Ch. s.s., 1,136, W. H. Lunt, 2nd Mar.,—Canton 1st Mar., Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

H. K. Maru, for Nagasaki.
Kawachi Maru, for Canton.
Haitan, for Swatow.
Polynesian, for Shanghai.
Fri, for Macao.
Ajia, for Shanghai.
Sikh, for Shanghai.
Triquahar, for Shanghai.
Daiva Maru, for Haiphong.
Bo no, for Shantai.
Ernest Simons, for Saigon.

Departures.

Daiva Maru, for Swatow.
Haitan, for Singapore.
Shikoku Maru, for Hakodate.
Yaguchi, for Hoihow.
Polynesian, for Swatow.
Polynesian, for Tientsin.
Kiukiang, for Canton.
Daiva Maru, for Japan.
Yokohama Maru, for Kuchino.
Aladenham, for Moji.
Paikhan, for Shanghai.
Yokohama Maru, for Kobe.
Yokohama Maru, for Saigon.
Yokohama Maru, for Canton.
Yokohama Maru, for Nagasaki.
Polynesian, for Shanghai.

Twelve hours arrivals.

Per Ajia, from Singapore—440 Chinese.
Per Tijmah, from Muntok—585 Chinese.
Per Paklat, from Bangkok—Mr. and Mrs. A. Jackson and Baron M. Jaubert.
Per Chihli, from Haiphong, &c.—Mons. and Madame Dussor and 2 children, Mr. Tate, and 70 Chinese.
Per Haitan, from Coast Ports—Mr. and Mrs. Muller, Mrs. Miss Jessie and Master Thom, Dr. Moorhead, Messrs. Osborne, Shaw, Hall, Hayes, Thyssen, Shter and Low, and 150 Chinese.

Per Taiyuan, from Australian Ports—Mr. and Mrs. Blyden and 3 children, Miss McMatron, Mrs. C. E. Lewis, Mr. G. Chamled, Captain and Mrs. Davidson, Mr. and Mrs. L. Oxford, Messrs. Smith, E. Newman, J. B. Holloway, T. O. Connell, J. Twanell, 35 Chinese, and 5 Jap. men.

Passengers departed.

Per Eastern, for Australian Ports—Messrs. I. T. Bell, J. R. Bertram, Miss Chubb, Mr. J. F. Puff, Miss Ford, W. Gallagher, Miss Huxham, Inspector Kerr, Mr. W. Lawrie, Miss Martyn, Mrs. Mead, Messrs. T. Mervin, H. E. Victor, Mr. and Mrs. White, child and nurse.

Shipping Reports.

Str. Paklat, from Bangkok—Strong E.N.E.
Str. Tijmah, from Muntok—Fresh monsoon, moderate sea and N.E. swell.
Str. Taiyuan, from Sydney via Ports—Experienced throughout passage fine weather, light to moderate winds and sea.

Str. Sikh, from New York via Ports—Fresh monsoon half way light N.E. wind and light swell to port, dense fog 29th to 1st.

Str. Haitan, from Foonchow to Amoy—Light wind, smooth sea, rain and fog; Amoy to Swatow—Light wind, smooth sea, dense fog; Swatow to Hongkong—Variables, and dense fog.

VESSELS IN PORT.

Str. Aki Maru, Jap. s.s., 2,005, M. Yagi, 23rd Feb.,—Shanghai 25th Feb., Flour and Gen.—N. Y. K.
Str. Aki Maru, Jap. s.s., 2,005, M. Yagi, 23rd Feb.,—Shanghai 25th Feb., Flour and Gen.—N. Y. K.

Post Office.

Revised Postal Guide for 1908, now on sale. Price 10 cents each.

A Mail will close for:

Haiphong—Per *Haitan* 3rd Mar., 9 A.M.
Swatow, Amoy, Foonchow and Shanghai—Per *Shikoku Maru*, 3rd Mar., 9 A.M.
Swatow, Amoy and Foonchow—Per *Haitan*, 3rd Mar., 9 A.M.
Shanghai—Per *Haitan*, 3rd Mar., 10 A.M.
Europe, &c. India, via Taitcorin—Per *Ernest Simons*, 3rd Mar., 11 A.M.
Macao—Per *Sui Tai*, 3rd Mar., 11 P.M.
Singapore, Penang and Calcutta—Per *Gregory*, 3rd Mar., 2 P.M.
Manila—Per *Taiwan*, 3rd Mar., 3 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, R.C. and Seattle, Wash.—Per *Aki Maru*, 3rd Mar., 3 P.M.
Manila, Samarai, Simpsonhafen, Ft. Williams, Melbourne, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Prins Sligman*, 3rd Mar., 4 P.M.
Haiphong—Per *Chihli*, 3rd Mar., 5 P.M.
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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER RESERVE.	LAST REPORT AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	127,000	\$125	\$125	{ \$1,500,000 \$13,500,000 \$250,000	\$2,000,387	{Final of 1/2 on old and 1/2 on new shares for 1-year ending 31.12.07	5 1/2 %	{\$70 sellers London £75.10/-
National Bank of China, Limited	99,925	£7	£6	{ £12,735 £300,000	\$71,293	\$2 (London 5/6) for 1905	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$219,058 \$219,059	none	\$20 for 1906	8 1/2 %	\$242 1/2
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,948	Tls. 304,474	{Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 £70,000 \$456,407	1,460,400	{Final of 1/2 making \$42 for 1905 and interim of 1/2 for 1906	5 %	\$3850
Yangtze Insurance Association, Limited	8,000	\$100	\$50	{ \$80,000 \$159,143	\$394,520	\$1 1/2 for year ending 31.12. 5	{£52 1/2 \$140 buyers
Do. do. (new)	4,000	\$100	\$50	{ \$159,143 \$1,988	\$394,520
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$320,449	\$362,980	\$6 and bonus \$2 for 1905	8 1/2 %	\$98
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$1,988	\$435,236	\$40 for 1905	12 %	\$332 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$264,638	\$565	\$1 for 1906	7 %	\$14
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$50,000 \$50,000	Nil.	\$4 for year ending 30. 11.07	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$250,000	16,437	{£12 for 2nd half-year making in all £24 for year ending 31.12.07	8 %	\$28 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	{ £20,000 £20,000	£3,694	5/- for 1906 @ ex 2/4 = \$2.14 per share ...	3 1/2 %	{£40 \$28
Do. do. (Deferred)	60,000	£5	£5	{ £20,000 £20,000	£3,694	Interim of Tls. 1 1/2 for account 1907	12 %	{Tls. 45 Tls. 50 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 44,372 £400,000	Tls. 13,327	Interim of 1/- (Coupon No. 8) for a/c 1907 ..	4 1/2 %	45/-
Do. do. (Preference)	100,000	£1	£1	{ £1,871 £1,871	172,370	{£1.00 for year ending 30. 11. 1907	4 1/2 %	\$25 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$10	\$10	{ \$20,000 \$20,000	\$137	{£1.00 for year ending 30. 11. 1907	4 1/2 %	\$12 1/2 buyers
Star Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 419,479	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
REFINERIES.								
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 62,000 Tls. 81,200	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
MINING.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 none	19,218	\$8 for year ending 31.12.06	7 %	\$115 1/2 and b.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none none	19,218	Interim of 1/2 for year ending 31.12.06	5 %	\$15 sales
Penak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000	Tls. 8,935	Tls. 1 (8 %) for year ending 31.12.06	5 %	Tls. 80 sellers
DOCKS, WHARVES & GODOWNS.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £150,000 £84,395	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16 sellers
Raub Australian Gold Mining Company, Limited ..	150,000	£1	£1	{ £150,000 £84,395	£11,556	Interim of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16 sellers
LANES, HOTELS & BUILDINGS.								
Fapwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ £10,000 £10,000	\$10,335	\$1.75 for year ending 31.12.06	12 1/2 %	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	{ £20,000 £20,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	{\$55 old \$53 1/2 new
Do. do. (new)	20,000	\$50	\$50	{ £20,000 £20,000	\$3,047	Final of \$4 making \$8 for 1907	8 1/2 %	\$95
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ £50,000 £50,000	\$441,442	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 %	Tls. 20 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000	Tls. 10,459	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 21 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited ..	16,000	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 21 1/2 buyers
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The S.S. "ERNEST SIMON,"

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This steamer connects at Colombo with the
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Next sailings will be as follows:—
S.S. "TONKIN" 17th Mar.
S.S. "POLYNESIE" 31st March.
S.S. "TOURANE" 14th April.

J. MILLET,
Agent.

Hongkong, 19th February, 1908. [14]

"SHIRE" LINE OF STEAMERS.

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will be despatched for the above ports, on or
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Hongkong, 2nd March, 1908. [270]

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Hongkong, 16th May, 1907.



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